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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT NO. [redacted] 25X1

CD NO

COUNTRY USSR (Molotov Oblast)

DATE DISTR. 17 March 1952

25X1
SUBJECT Aircraft Engine Plant [redacted] in Molotov

NO. OF PAGES 2

25X1

[redacted]

NO. OF ENCLS. (LISTED BELOW) 1 (2 pages) 25X1

SUPPLEMENT TO REPORT NO [redacted] 25X1

[redacted]

25X

THIS IS UNEVALUATED INFORMATION

[redacted]

25X1 1. Aircraft Engine Plant [redacted] in Molotov manufactured 18-cylinder twin-row radial engines. (1) Other types of aircraft engines were not observed. According to Soviet statements the completed engines were shipped by rail to Saratov (51°34'N/46°02'E) and Novosibirsk (48°48'N/42°35'E). Six large flat cars were loaded and left the plant about every second day. (2) The potential capacity of the plant was not fully utilized. Some sections of the workshops were still empty in May 1949.

2. Eight test stands were in operation in the fall of 1947, and two additional test stands were completed in May 1949. (3) The eight test stands were in 25X1
operation during the entire day shift and from noises heard it was assumed that engines were also tested at night. Each engine was subjected to a 40- to 60-minute test. The mounting and dismounting of each engine required about one hour. [redacted]
25X1 [redacted] about 32 aircraft engines were tested within eight hours. This estimate agrees with Soviet claims that 32 engines were tested during the day 25X1
shift.

3. Soviets said that 60 aircraft engines were produced or overhauled daily. [redacted]
25X1 [redacted] this number was exaggerated. [redacted] 30 to 35, and 25X1
occasionally 40, engines may have been produced or overhauled within a 24 hour period. (4)

4. The plant had about 6,000 employees, working in three shifts. (5)

25X1 [redacted] Comments.

(1) The production of 18-cylinder twinrow radial aircraft engines has been confirmed. The engine concerned is most probably the Ash-90. It cannot be determined whether the 14-cylinder Ash-82 was still being constructed at the plant. For layout sketch of this plant, see Annex.

(2) During the period covered by this report Yak-11 and Yak-20 trainers and possibly La-11s were being constructed in Saratov. In the spring of 1949 the plant was converted to the mass production of Mig-15s and Lavochkin jet fighters with swept-back wings. According to available information the Novosibirsk aircraft plant produced fighters with in-line engines only. However, since the information on this plant is rather incomplete the possibility exists that radial engines might have been installed in aircraft of a type not previously observed in this plant.

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CENTRAL INTELLIGENCE AGENCY [ ] 25X1

(4) The two new test stands have been reported as having been dismantled and shipped from Germany.

(5) The Soviet production figure of 60 aircraft engines per day appears to be too high. [ ] the daily production is believed to be more realistic. 25X1

(6) According to previous reports, this plant employed 5,000 workers.

Attachment: Layout sketch of Aircraft Engine Plant [ ] 25X1

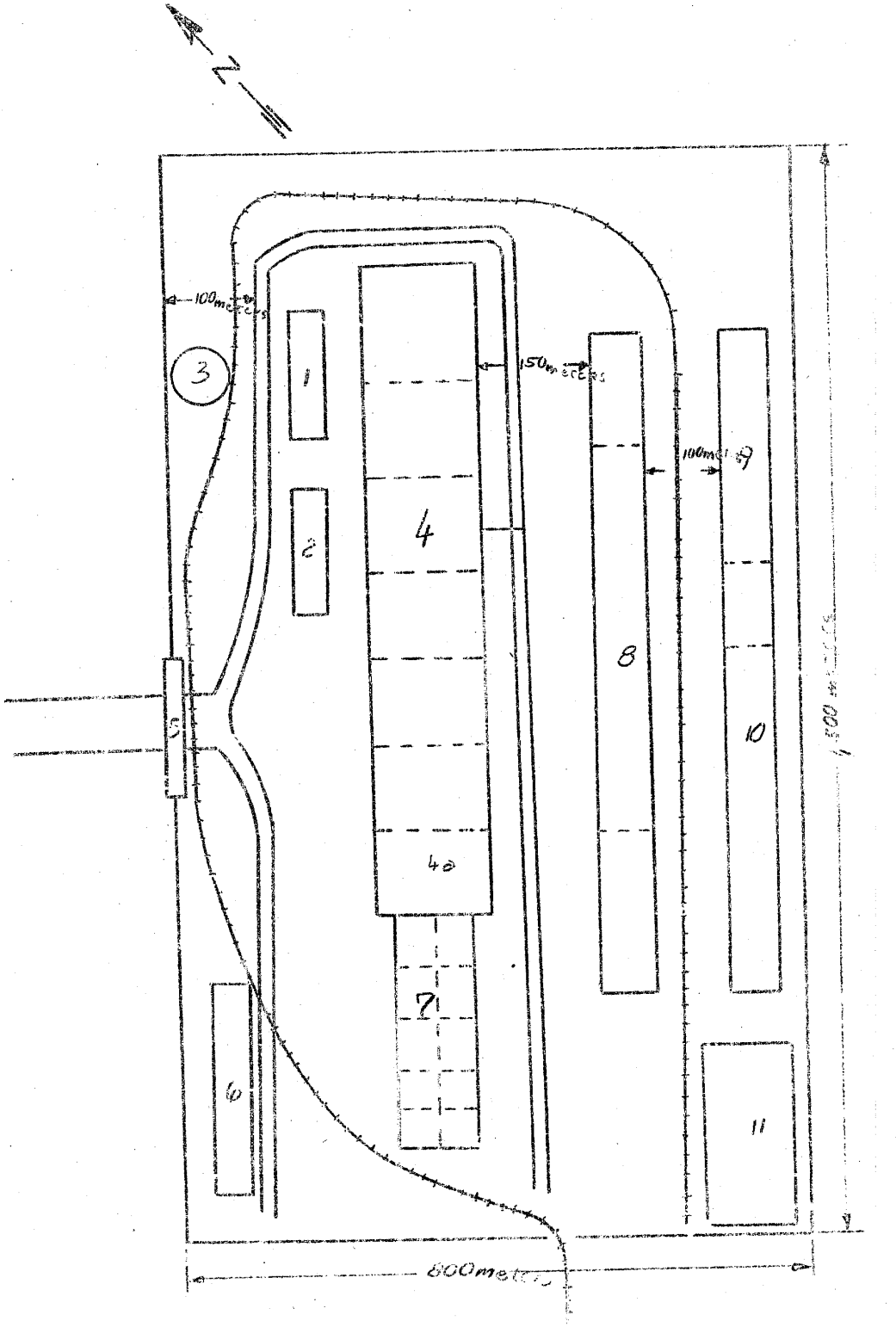
CENTRAL INTELLIGENCE AGENCY

[redacted] 25X1

Attachment

25X1

Aircraft engine plant [redacted] in Molotov



not to scale

Legend on next page.

CENTRAL INTELLIGENCE AGENCY

Attachment

25X1

1. Administration building, 30 x 100 meters.
2. Administration building, 20 x 120 meters.
3. Water tower, 25 meters in diameter.
4. Machine shops and assembly shops, covering an area of 100 x 1,000 meters.
4a. Engine assembly shop.
5. Main gate.
6. Loading ramp and shed, 300 meters long.
7. Test stands, 50 x 200 meters.
8. Machine shops and forge, 70 x 300 meters.
9. Foundry, 70 x 200 meters.
10. Machine shops, 70 x 600 meters.
11. Power plant.